

B. F. TAYLOR,
Sole Agent.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1869. 日八十月五年七十二緒光

WEDNESDAY, JULY 3, 1901.

三拜禮

號三月七英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,100,000
Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE. LONDON.
NAGASAKI. SHANGHAI.
LYONS. HONGKONG.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On Fixed deposits for 12 months at 5 per cent.

Hongkong, 17th April, 1901. [11]
**HONGKONG AND SHANGHAI
BANKING CORPORATION.**
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$3,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000
COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.
D. M. Moses, Esq. N. A. Siebs, Esq.
A. J. Raymond, Esq. H. W. Shide, Esq.
H. L. Richardson, Esq. H. E. Tomkins, Esq.
H. Schubert, Esq. Paul Witkowski, Esq.
CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
Shanghai—Mr. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 4th June, 1901. [9]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1901. [10]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.
Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000
Head Office—SHANGHAI.
Branches and Agencies:
CANTON. PEKING.
CHIFOO. PENANG.
CHUNKING. SINGAPORE.
HANKOW. TIENTSIN.

THE Bank purchases and receives for collection
bills of exchange drawn on the above
places, and sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 1/2 per annum Fixed Deposits for 3 months.
4 1/2 " " " 6 " "
5 1/2 " " " 12 " "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [14]

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £375,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 1/2
" " " 3 " " 3
T. P. COCHRANE,
p. Manager.
Hongkong, 22nd May, 1901. [35]

**THE NATIONAL BANK OF CHINA,
LIMITED.**
Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq. C. Evans, Esq.
Chow Tung Shing, Esq. J. T. Lauts, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [18]

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**
PORTLAND CEMENT.
\$5.50 per Cask of 37 1/2 lbs. Net ex Factory.
\$3.50 per Bag of 25 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [10]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHANGHAI Bengal S. Barcham About 5th July Freight or Passage.
LONDON, &c. Chusan C. L. Daniel Noon, 6th July Freight or Passage.
MARSEILLES Java G. W. Gordon, R.N.R. About 13th July Freight or Passage.
SHAI & JAPAN Banca G. W. Babot About 18th July Freight only.
(See Special Advertisement.)
H. A. RITCHIE, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
KIAUTSCHOU, Hamburg-Amerika Linie THURSDAY, 11th July.
DAVERN THURSDAY, 25th July.
STUTTGART THURSDAY, 5th August.
KONIG ALBERT THURSDAY, 22nd August.
PRINZESS IRENE THURSDAY, 19th September.
PRINZ HEINRICH THURSDAY, 2nd October.
PREUSSEN WEDNESDAY, 16th October.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 30th October.
SACHSEN WEDNESDAY, 13th November.
KIAUTSCHOU, Hamburg-Amerika Linie WEDNESDAY, 27th November.
BAVERN WEDNESDAY, 11th December.
STUTTGART WEDNESDAY, 25th December.
KONIG ALBERT WEDNESDAY, 8th January, 1902.
PRINZESS IRENE WEDNESDAY, 22nd January, 1902.
PRINZ HEINRICH WEDNESDAY, 5th February, 1902.
PREUSSEN WEDNESDAY, 19th February, 1902.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 5th March, 1902.
SACHSEN WEDNESDAY, 19th March, 1902.

ON THURSDAY, the 11th day of July, 1901, at NOON, the Steamship "KIAUTSCHOU"
of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAILED PASSEN-
GERS, SPECIE AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 9th July, and Cargo and
Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th July, and Parcels
will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
HONGKONG, 27th June, 1901. MELCHERS & CO., AGENTS. [22]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
HONGKONG, 2nd July, 1900. MANAGER. [16]

CONNAUGHT HOUSE

RENOVATED FROM ROOF TO CELLAR.
SCRUPULOUS CLEANLINESS
GUARANTEED.
Special Terms for Monthly Boarders,
apply to the Manager
HONGKONG, 1st July, 1901. A. FONSECA. [10]

Intimations.

Bovril Promotes Energy and takes away
that tired feeling which life in the East pro-
duces. Unrivalled for Athletes and persons
of either sex cultivating physical strength.
To be obtained at all Stores, Chemists and
Hotels throughout Hongkong, China and
Japan. [287c]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS AND PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers
[17]



Telephone
No. 75.

FRUIT SYRUPS.

Composed entirely of the Pure Juices of Californian
Fruits and Pure Crystal Sugar. Mixed with any Aerated
Water they make a most wholesome and refreshing Summer
Beverage. Just the thing for the Climate.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 25th June, 1901. [15]

JAPAN



COALS.

**THE MITSUI BUSSAN KAISHA
(OR MITSUI & Co.)**
HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,
Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu,
Nagasaki, Kuohinotsu, Saebou, Miike, Hakodate, Taipei, &c.
Telegraphic Address for all the Offices: "MITSUI."
A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway
Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuma, Hokokai, Ichimura, Kanada, Kishima, Manoura, Onoura,
Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.
Hongkong, 2nd July, 1901. [563c]

KELLY & WALSH LD.

NEW BOOKS.
The Illustrated London News Record of the
Glorious Reign of Queen Victoria, 1837-
1901.—The Life and Accession of King
Edward VII and the Life of Queen Alexan-
dra, with 14 India proof, and other Photo-
gravures from Pictures by well-known
Artists \$3.00
How Sailors Fight.—With an introduction by
Capt. The Hon. HEDWORTH LAMBTON,
C.B., R.N. \$3.50
Small Boat Sailing.—An explanation of the
Management of small yachts, half-decked
and open sailing boats of various rigs, sailing
on sea and on river cruising, &c., by E. F.
KNIGHT \$3.00
The Statesman's Year Book 1901 \$6.50
The Chinese Crisis from within by Weng-
Ching \$2.25
The Elements of Machine Design.—Part I
General principles, fastenings and Trans-
missive Machinery by W. UNWIN, F.R.S. \$4.50
The Last of the Great Scouts.—The life story
of Col. Wm. F. Cody by HELEN CODY
WETMORE \$2.50
Her Royal Highness Woman by MAX
O'RELL \$2.45
Further Correspondence respecting the dis-
turbances in China Blue Book No. 5 \$1.00
Last Essays by F. MAX MULLER, K.M. \$3.00
The Lighter side of cricket by Capt. PHILIP
TREVOR \$3.50

W. BREWER & Co.

BREWERS.—For the Best and Cheapest
English made, Ladies' and Gentlemen's
BOOTS and SHOES.
BREWERS.—For the Best and Cheapest
EGYPTIAN CIGARETTES.
BREWERS.—For the Largest Stock of TEN-
NIS GOODS by the Best Makers.
Cricketing Gear and Games of all kinds.
BREWERS.—For the Largest Stock of
AMERICAN SQUEEZER PLAYING
CARDS, POKER CHIPS, &c.
BREWERS.—Have always a very large Stock
of the Newest BOOKS by each English
Mail.
BREWERS.—Are always adding Novelties
to their Stock of STATIONERY in every
Department.
ADDRESS: 23 & 25, Queen's Road.

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ES-
TATE OF JOHN DUFFRE,
FORMERLY OF KIU KIANG, IN
THE PROVINCE OF Kiang Si,
IN THE EMPIRE OF CHINA,
ASSISTANT EXAMINER IN THE
CHINESE IMPERIAL MARITIME
CUSTOMS, AND LATE OF VICTORIA,
HONGKONG. Deceased.

NOTICE is hereby given that the Court
has, by virtue of Section 38 of Ordinance
No. 3 of 1897, made an Order limiting to the
1st day of AUGUST, 1901, for sending in Claims
against the above Estate.

All Creditors are hereby required to send
their Claims to the Undersigned before the
said Date.

Dated this 3rd day of June, 1901.

J. W. NORTON-KYSHE,
Official Administrator.

[589c]

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the RATE
of FOUR per cent (ONE DOLLAR AND
FIFTY CENTS per Share) for the Six months
ending 30th June, 1901, will be paid on applica-
tion to the Registered Shareholders in the
above Company, on MONDAY, the 8th July,
1901.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 8th July,
both Days inclusive.

MEYER & CO.,
General Managers.

Hongkong, 26th June, 1901. [679c]

HONGKONG-ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the
TWELFTH ORDINARY YEARLY
MEETING of SHAREHOLDERS will be
held at the COMPANY'S OFFICES, No. 4, Queen's
Buildings, on SATURDAY, the 6th July, at
12-15 P.M. for the purpose of presenting the
Report of the Directors, together with a state-
ment of Accounts to 30th April, 1901, and
electing Directors and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd instant to the
6th July, both Days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th June, 1901. [649c]

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

INCORPORATED 21ST DECEMBER, 1900, WITH
A CAPITAL OF £1,000,000 IN SHARES
OF £1 EACH.

NOTICE is hereby given that the CHA-
RTERED BANK OF INDIA, AUSTRALIA
AND CHINA is authorised by THE CHINESE
ENGINEERING AND MINING CO., LIMITED,
(herein called the NEW COMPANY) to issue
to the Holders of Shares in THE CHINESE
ENGINEERING AND MINING COMPANY, (herein
called the OLD COMPANY) Provisional
Certificates for the Fully Paid Up Shares of
£1 each in the Capital of the New Company
to which the Shareholders in the Old Company
are entitled under an Agreement dated the 30th
JULY, 1900.

Shareholders in the Old Company, are
entitled to receive 25 Fully Paid Up Shares of
£1 each in the New Company for every Share
of 100 Tientsin Taels in the Old Company,
and they are requested to lodge their Certifi-
cates at the Office of the said Bank either in
Shanghai, Hongkong or Tientsin during Bank-
ing hours on or as soon as possible after the
3rd JULY next to enable the New Certificates
to be made out.

The Issue of Shares in the New Company
will be made in Certificates of 5, 10, 25 and 100
Shares of £1 each and Shareholders in the
Old Company are requested to intimate on
sending in their Old Certificates the denomina-
tions required.

In the absence of instructions to the contrary
Certificates will be made out for 25 Shares
each.

The Bearer of a Share Certificate in the Old
Company will be regarded as the person
entitled to the Share represented thereby.

Further Information may be obtained from
the said Bank or from Messrs. DRUMMOND
and WHITE-COOPER, of Shanghai, Legal Ad-
visers to the Company.
22nd June, 1901. [658c]

WANTED.

A EUROPEAN QUARTERMASTER to
superintend the Coxswains of the "STAR"
FERRY BOATS. Must be strictly sober and
accustomed to work with Chinese.
Apply by Letter only, with Testimonials,
to
SECRETARY,
STAR FERRY CO., LIMITED.
Hongkong, 25th June, 1901. [666c]

WANTED an OVERSEER.

Apply by letter to
THE SECRETARY,
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO.,
LIMITED.
Hongkong, 24th June, 1901. [662c]

Notices of Firms.

NOTICE.

FROM THIS Date Mr. ROBERT HAY BERRY
MITCHELL will be MANAGER of our
Hongkong Business and will SIGN our FIRM
per Procuration.

H. PRICE & CO.
Hongkong, 1st July, 1901. [699c]

COMPAGNIE DES MESSAGERIES MARITIMES.

DURING my TEMPORARY ABSENCE
from the Colony, Mr. P. DE CHAM-
MORIN will assume the charge of the above
Company's Agency at this Port.
G. DE CHAMPEAUX,
Agent.
Hongkong, 28th June, 1901. [677c]

NOTICE.

WE have this Day authorized Mr.
WILHELM NAGEL to SIGN our FIRM
per Procuration, as LEOPOLD SPATZ & CO.
Hongkong, 17th June, 1901.

Today's Advertisements.

THE following "PLAGUE PRECAUTIONS" are published by the Sanitary Board for General Information.
G. A. WOODCOCK,
Acting Secretary, Sanitary Board,
Sanitary Board Office,
29th June, 1901.

PLAGUE PRECAUTIONS.

THE EXCLUSION OF RATS FROM OFFICES AND DWELLINGS.

1. The public are warned that ceilings, wooden skirting-boards and lath-and-plaster partitions afford great facilities for rat-runs, and the Sanitary Board strongly recommend that ceilings should, wherever possible, be dispensed with in offices and dwellings on the lower levels, and the exposed beams or joists lime-washed or painted.
2. Skirting should be of cement and not of wood.
3. All rat-holes in walls should be at once stopped up.
4. All gratings to drain-inlets should, wherever possible, be securely fastened, and broken ones replaced without delay.
5. No discarded food should be allowed to lie about in kitchens or yards.
6. All drains and drain-inlets, traps, &c., should be flushed daily with a bucket of clean water.
7. Coolie quarters should be regularly inspected, and strict cleanliness enforced.

FRANCIS W. CLARK,
Medical Officer of Health.

704C.
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship.

"AUSTRALIAN,"

Captain Helms, will be despatched as above on FRIDAY, the 5th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1901. [703C]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Port, on FRIDAY, the 5th instant, at 4 A.M.

For Freight or Passage, apply to

DOUGLAS LARSEN & Co.,
General Managers.

Hongkong, 1st July, 1901. [666C]

THE OSAKA SHOSHI KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd July, 1901. [321C]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, marked by mark and delivery order, and be obtained as soon as the goods are landed.

Certain goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 10th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 15th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 3rd July, 1901. [705C]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (E. HOUGHTON & Co.)
(Nearly opposite the HONGKONG-HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness, when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring GLASSES only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[1453b]

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make.

Quality will speak for itself.

H. RUTTONJEE,

22 & 24, Elgin Road, Kowloon.

16th July, 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal

Capsule - - - - - \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY,

PALE NATURAL SHERRY, Red

Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) - - - - - 20.40

B, C, and CC are excellent dinner

Wines and suitable for invalids and

delicate stomachs. D and E are

after-dinner Wines of a very Superior

Vintage. ALL ARE TRUE XERES

WINES.

Small quantities are supplied at

proportionate whole sale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorized Agents at the Coast

Ports.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

HONGKONG, WEDNESDAY, JULY 3, 1901.

THE Hongkong Telegraph

NOTES AND COMMENTS.

The V. R. C.

The report of the Victoria Recreation

Club, which we publish elsewhere, is not

particularly pleasant reading for the average

Englishman. The British have always justly

prided themselves on the love of sport of

all descriptions. Wellington said that the

battle of Waterloo was won on the playing

fields of Eton, and sayings of a similar

nature could be quoted wholesale. Yet it

seems in Hongkong that sport is upon the

decline. Read the report of the Recreation

Club and it is very evident that there must

be a great falling off in the popular interest

in rowing, swimming and athletics generally.

What is the cause of it all? Surely it

cannot be simply because the Club premises

have been temporarily removed to the Kowloon

side? In England devotees of sport

have to travel much greater distances to

reach their gymnasium, bath-house or boat-

shed as the case may be, but they cheer-

fully trudge away to it evening after evening,

and as the old hands become too stiff in

the back for violent exertion there are al-

ways plenty of youngsters to supply their

places and keep the ball rolling. Here,

however, matters seem to be different. Ten

years ago we had a splendid lot of athletes

amongst us, but as they have dropped out

of the ranks one by one it seems that there

is nobody to come forward and carry on in

their places. What is the reason of it? Is

it because the youngsters have not received

sufficient encouragement from their elders,

or is it that the class of youth we get in

Hongkong nowadays is physically unfit?

We are afraid that a good deal of the

blame lies at the doors of the youngsters

themselves, and still more is to be attached

to the training they receive here. They are

allowed to grow up too soon and that not in

a healthy way. There is a great deal too

much of the blasé roué about them for our

taste, and we think they would be vastly

improved if they paid less attention to the

set of their collars, the talking of scandal in

bars and billiard rooms, and in aping older

people. There is far too little of that frank

boyishness which one sees at home in the

rising generation. Our boys leave school

and become worn out old men immediately,

with more of a taste for whisky and bad

cigars than for healthy and improving sports

and pastimes. It is an unpleasant truth

to have to make, but it is nevertheless true.

If it were otherwise the report which we

refer to would not be such dismal reading.

Let some of the oldsters take the youngsters

in hand and lick them into shape a bit.

WEATHER REPORT.

The Observatory report says:—

On the 3rd at 12.10 p.m. the barometer is

inclined to rise in S. China where, however,

pressure is still in defect. Gradients slight to

moderate for S. and S.W. winds in S. China,

and the N. part of the S.W. Sea. Forecast—

Fresh to moderate S.W. winds, squally, rainy

every one.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

SAD BATHING FATALITY AT SHANGHAI.

TWO BOYS DROWNED.

(From Our Own Correspondent.)

SHANGHAI, July 3rd.

Two boys named Scott and Dromer, aged fourteen, have been

drowned whilst bathing.

SUIKIDE OF AN ITALIAN

PETTY OFFICER.

A petty officer of the Italian cruiser

Vittorio Pisani was reduced to the

ranks. He then deserted here and,

in order to avoid arrest, committed

suicide.

COLLISION AT WOOSUNG.

"PELEUS" AND "CREFELD"

BADLY DAMAGED.

A collision has occurred at Woo-

sung between the German transport

Crefeld and the Blue Funnel steamer

Peleus. Both vessels are said to be

seriously damaged.

Received 4.45 p.m.

Published 5.30 p.m.

REUTER'S TELEGRAMS.

PRO-BOER MEETINGS IN ENGLAND.

LONDON, July 1st.

Attempts to organize Pro-Boer meetings

throughout the country have not been

successful. Violent scenes occurred at Leeds,

where the speakers were escorted to their

homes by the police, followed by huge

threatening crowds.

LATER.

EARL RUSSELL TO BE TRIED FOR BIGAMY.

The trial of Earl Russell for bigamy will

take place in the Royal Gallery of the House

of Lords on the 18th instant, before the

Lord High Steward.

THE BOERS IN CAPE COLONY.

Fouché's commando, whilst seeking re-

mounts, entered the Transkei territories,

which have hitherto been tacitly excluded

from the operations by both sides, because

native.

LOCAL AND GENERAL.

H.M.S. Centurion left this afternoon.

The West River is still rising and Wuchow

stands some little chance of becoming uninhabitable, there being 11 ft. of water in some of the

streets.

MEMBERS are requested to note that the Annual General Meeting of the Victoria Recreation Club will be held in the gymnasium at Kowloon on July 11th at 5.30 p.m.

THE open-air concert that was to have taken place at the Volunteer Headquarters this evening has been postponed on account of the weather, to Monday next, the 8th inst.

The incident reported lately in several papers, which we published a few days ago, of one of the N. Y. K. steamers being fired upon by two British warships, appears to have been a stupid hoax. We enquired at the Company's office here, and they say it is a simple invention.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

H. R. W. \$15

"Dick" 5

We shall be obliged if any subscriber on

receiving his paper late or irregularly will

write on the Wrapper of the paper the Time of

delivery, etc., and forward the Wrapper to the

Manager, Hongkong Telegraph Co., Ltd., 50

Queen's Road Central. The wrapper will

enable us to check the delivery copies.

AN FOO, the Chinese desperado mentioned a

few days ago in these columns, says the *Manila*

Times of the 27th ult., left for Hongkong yes-

terday on the *Perla*. He will be tried there

and then sent on to Shanghai, where another

long list of charge await him. It is expected

that in Shanghai Ali Foo will meet his deserts

and be turned over to the hands of the Chinese

executioner.

MRS. Nation, of whom we have heard so much

lately in connection with salmon smashing,

and other rabid teetotal demonstrations, has

apparently been imprisoned as insane. We

don't wonder at this. An American paper

says:—"There seems small doubt that she is

mentally unbalanced. She talks incessantly

even while writing, and recently has shown

some violence, calling to every one who passed

the jail, and sending out some stinging remarks,

missing no one. At times a crowd sufficient

to block the street was gathered, while her talk

became a harangue decidedly violent in nature.

It became necessary to move her to the rotun-

needed. They were both well known to him and he had the greatest regard for them. They were the noblest gentlemen, and the team put up a superb performance, the most complete that could be applied to their rule. (Applause.) Such patriotic feeling was to the benefit of China, and would tend to the preservation of peace and that good feeling and harmony which ought to exist. He would only ask His Excellency and his guests again to accept his deep gratitude for the way in which his health had been proposed and also for the way in which they had received the toast. It would be amongst the most pleasant recollections of his life, the evening he had spent amongst them. (Prolonged applause.)

On the initiative of Sir Thomas Jackson, the company rose and sang "For He's a jolly good fellow," and gave three ringing cheers for Sir Edward Seymour.

This was the last toast, and the National Anthem having been played, the company dispersed.

THE CHINA ASSOCIATION.

This afternoon Admiral Seymour was entertained at a farewell dinner by the members of the Hongkong Branch of the China Association at the Hongkong Club. About forty sat down, amongst the guests being H.E. the Governor, Major-General Gascoigne, The Acting Chief Justice, Captain Jellicoe, R.N., and Commodore Powell.

After a very excellent dinner had been discussed, Mr. J. J. Francis, K.C., the Chairman of the China Association, rose and proposed the health of the King, followed by the toasts of Queen Alexandra, the Duke and Duchess of Cornwall and York, and the rest of the Royal Family, and His Excellency the Governor.

Mr. Whitehead then proposed the health of the Army, Navy and the Auxiliary Forces. He dwelt upon the great services recently rendered by their distinguished guests and went on to point out how valued the co-operation of the sister services had been in respect to Sport. Referring to the rumours of war and wars with which we had been beset of late, Mr. Whitehead said that so long as we had gallant leaders like Admiral Seymour and General Gascoigne for our men, we could continue to treat them lightly. He pointed out how we had learned numerous lessons from our wars and had modified our armaments accordingly, but in his opinion, the coming war was to be one of commercial supremacy and we must prepare to take our part in it manfully, but whether we were so prepared remained to be seen. Other countries were rapidly pushing ahead, as he had seen in his recent journey round the world, particularly the Americans. He thought that we wanted leaders to stir us up for the struggle. It was time for us to be up and doing and ready for any emergency, as we had seen was the case with the Army and Navy. With the toast of the Army he begged to couple the name of General Gascoigne with the Volunteers that of His Excellency the Governor, their Honorary Colonel, and with that of the Navy the gallant Captain Jellicoe, whom everyone was so pleased to see there in spite of the fact that he had been recently shot clean through the lungs.

General Gascoigne, in replying, said that during the last eighteen months interest had been centered to a great extent in the Army, which had been praised and, at the same time, subjected to some severe criticism, some of which was no doubt deserved. Yet he still thought that we had reason to be proud of our Army and he begged his hearers not to regard him as an old fogey adverse to all reform. He had in his time seen many wise reforms instituted and he was sure that all officers wished to render themselves worthy of the trust reposed in them. Englishmen were somewhat curious. When they saw defects they were disposed to make a great outcry, while other nations, while seeing their defects, often repaired them and kept the matter to themselves. The English were rather disposed to run away with false impressions, picked up by the man in the street. Then came a chime of a politician and, in many instances, a great deal of good was done with nothing being accomplished. He urged all present to do their utmost to help the time-expired soldier. By doing this and so keeping up voluntary enlistment they would do a lot towards saving off conscription, which must otherwise come. All should take their share in lending a helping hand to old soldiers.

Capt. Jellicoe dwelt upon the great changes which had taken place in our China Squadron in Admiral Seymour's time. Changes were also taking place in Hongkong and there seemed to be an increased inclination to push over to Kowloon. But all these changes had not brought increased facilities for the fleet here, though he was pleased to see that Mr. Chater, whose absence they all so much regretted, had a scheme on hand by which he hoped not only to benefit the Colony but the Navy as well. In fact he thought that Mr. Chater's scheme was prompted by consideration for the needs of the Navy. Other changes were also of immense interest, notably the great interest aroused in the shooting of the fleet. At Wei-hai-wei all the ladies turned out to see the ships shooting and he hoped that when next he came here he would find the shores of Deep Water Bay lined with ladies watching the firing of the ships. But the rifle, we had been shown by the Boer War, was also a weapon which had to be considered, and he was pleased to see that there was a scheme on hand for providing the Navy with a better range. (Applause.)

H.E. the Governor said that he was pained and surprised at being called upon as the only officer of the Volunteers present to reply to the toast. When he came here the Volunteers were but a hundred and twenty strong while now they numbered over three hundred. He did not like seeing so many young men present and no Volunteer officers amongst them.

Mr. Francis then rose to propose the toast of the day. He said that they were met there on behalf of the China Association to wish God speed to Admiral Seymour and to thank him, for the great services he had rendered to the Crown and to them during the three and a half years he had commanded the Station. He had not merely to be thanked for his performance of his ordinary duties as Admiral, but for special services rendered during the last eighteen months, many of a diplomatic form, which he had successfully accomplished. One particular duty they had, and that was to thank the Admiral for his expedition to try and relieve the besieged in Peking, the prompt manner in which it was undertaken and the tactful manner in which he approached the commanders of the other Powers on the subject, and the energy with which the undertaking had been carried out. The expedition, although it did not attain its object, could not be looked upon as a failure. Everyone present would join with him in saying that it cleared the way for the subsequent successful expedition and impressed the Chinese. It did not encourage the besieged and saved them by encouraging the more moderate amongst the Peking Chinese and creating dissensions amongst the anti-foreign ranks. But for this diversion the Legations and their occupants must have all been swept away; authorities in the world viewed the expedition as a mistake. If that was so, he hoped that the British would long continue to make such mistakes. It was just this promptitude to act and failure

to pause and weigh consequences which had made what was, and had, ninety-nine times out of a hundred, carried us to victory in what seemed hopeless cases. (Applause.) He was sure that nobody here would forget Admiral Seymour, and the China Association had but one request to make to him, which was that when he was at home he would make use of the many opportunities which would doubtless occur to promote the interests of commerce, shipping and traders in China. All that they asked for was the removal of obstacles to trade and for strict adherence to the treaty obligations of 1860. Inland seizures must be done away with, free passage for goods to the interior secured. The long existing system of squeezing now prevalent had rendered trade almost impossible. He feared that the results so far attained during the last eighteen months would be liable to do more harm than good, as no purely commercial question had been touched upon. If the Admiral would lend his good offices in this furthering their interests he was sure they would be thoroughly grateful. He also hoped that he would urge upon the Naval Authorities the great advantages to be derived by shifting the Naval Establishment to Kowloon, which would give Hongkong a united city and a continuous praya.

Sir Thomas Jackson then called for three cheers for Admiral Seymour, which were heartily given.

The Admiral made but a short speech in reply. He expressed his great pleasure at being entertained in such a hearty manner, which went a great way to console him in his regret at leaving China. He might or might not be able to do something to further their interests at home, but they might rest assured that he would never be able to forget them and that whatever he could do would be a pleasure. They must, however, remember that the honour of the flag must come first. After that came commerce, which had been the greatest factor in the building up of our position. The Admiral then referred to Hongkong and Shanghai as the two great commercial centres of the Far East, and went on to say that Hongkong was and always would be looked upon by the Navy as their great base and that in fact a little bit of England with an English Governor, officials and institutions. As for the shifting of the Naval Yard to Kowloon he thought it would be a good thing, and he hoped that as in future years we walked the continuous praya to which Mr. Francis had referred, we would gaze across the harbour and see that the navy was not quite lost to sight, though still in memory dear. In conclusion he thanked those present for the great honour he had been paid, and assured them that anything he could do in furthering British interests in China would be not only a duty but a pleasure.

Mr. Francis then asked all to rise and join in wishing the Admiral bon voyage and prosperity, and the proceedings terminated by the singing of "For He's a jolly good fellow," as he unbowedly left.

We wish the Admiral and his ship's company a pleasant voyage and a rattling good time at home, while enjoying the leave they have so well earned.

VICTORIA RECREATION CLUB.

We make the following extracts from the report of the above Club for 1900.

BOATS.
The following is a list of Boats at present the property of the Club:—5 Four-Oared Boats, 5 Tubs, 3 Randon Gigs, 2 Dinghies and 1 Half-Tub all in Good Condition.

BOAT-HOUSE.
In the early part of the year, the Old V. R. C. Boat-House was closed, and the Club transferred to temporary makeshift premises erected, with the kind permission of H. E. the Governor and Commodore Powell, at the South Corner of the Briquelette Factory.

ROWING.
Interest in this form of sport seems unfortunately to be on the wane. This is largely accounted for by the New Premises not being so conveniently situated as the old ones at Murray Pier. The Annual Regatta, usually held in December, was abandoned this year, there not being a sufficient number of oarsmen to guarantee success.

BATH-HOUSE.
The Committee have much pleasure in confirming the statement, already announced unofficially, that a grant of land on the Naval Reclamation has at last been sanctioned by the Admiralty, and the Committee anticipate, if the work is pushed on, that the Club will be in a position to erect a new Club-house, with bathing facilities, in a couple of years. While others have assisted in securing this site in lieu of the old one, the Committee consider it right and fitting to acknowledge the energetic advocacy of the claims of the Club by Commander W. G. H. Hastings, who has been our popular Chairman for several years. The best method of carrying on the Club in the interval has given your Committee considerable trouble. Lack of accommodation in a central and convenient position near the city must militate against the best interests of the Club; but we would remind members that the present inconvenience was unavoidable and is only temporary. During the past year, the Club premises were removed to Austin Road, Kowloon, where a magnificent site was kindly granted by the Colonial Government, while Commodore Powell, with equal consideration, allowed the use of the Naval frontage for boating and bathing purposes. The Committee lost no time in erecting a commodious shed. Unfortunately, the typhoon of the 10th November last destroyed the shed, and, consequently, additional expense had to be incurred in rebuilding it. The Aquatic Sports, held on the 20th, 21st and 22nd September last, were carried out in a successful manner, and in the presence of His Excellency the Governor, Sir Henry Blake, the Hon. J. H. Stewart Lockhart, Colonial Secretary, Commodore Powell, and a great number of ladies and gentlemen. The most successful competitors were the brothers Alves—Mr. A. Alves winning the Championship of the Colony and Mr. A. E. Alves the Championship of the Club. Our thanks are due to Mrs. Powell for kindly attending to distribute the prizes, and to the subscribers for their liberal contributions to the prize fund.

In October last, invitations were sent out for a public swimming competition (handicap), distance 200 yards. Only two competitors from the general public came forward, the remainder being members of the Club. The race was won by Mr. H. E. Moon, Mr. A. E. Alves securing second place; both of these gentlemen received gold medals.

GYMNASIUM.
No competitions were held in the Season of 1900. The classes were fairly well attended. The removal of the Gymnasium from Murray Pier to Kowloon has interfered with the Classes, but these are now resumed in the new building, under Staff-Sgt. Cusack. Owing to the lack of interest shown last year, and the want of support this year, the Athletic Sports were not held as usual.

REPORT OF THE BAR SUB-COMMITTEE.
In presenting the Annual Report, the Bar Committee regret that owing to the removal of the Club premises to Kowloon, the return is not so satisfactory as in former years.

HIGHWAY ROBBERY.

Another of those daring robberies from the person that have been so frequent of late occurred last night. Mrs. K. Sparling, employed on the *America Maru*, came over from Kowloon with her friend Mrs. J. J. Thompson to visit a family at Happy Valley. The two ladies engaged rickshas and proceeded Eastwards, along the front about 7.30 p.m. yesterday evening. When about half way between the Praya East Hotel and Jardine's Sugar Works, a Chinaman suddenly sprang up at the back of Mr. Sparling's ricksha, and, reaching over, struck her on the chest, at the same time snatching and carrying away a gold watch which she had pinned to her blouse. The rickshas were stopped and a hue and cry raised. The two coolies, followed by Mrs. Sparling and Mrs. Thompson, chased the thief, who ran in the direction of Wild Dell. Mr. Bently, who happened to be passing, joined in the pursuit, but the robber was too swift of foot and got safely away out of sight.

The matter was at once reported to the police, who do not appear using every exertion to trace the culprit, but it is needless to say there has been no arrest.

It is particularly hard on Mrs. Sparling as the watch was a very handsome, double cased gold one set with a diamond in the back case, and presented to her as a Christmas offering by the officers of the *America Maru*, suitably engraved.

Mrs. Sparling on starting in the ricksha noticed a man hanging at the back who, on her looking round, ran off across the open space. This man was dressed in dark trousers and light jacket, the same as the snatcher of the watch.

LAUNCH OF A WATER BOAT.

This morning a new Steam Water Boat was launched from Messrs. W. S. Bailey & Co's Works. The vessel is to the order of The Hongkong Steam Water Boat Co., Ltd. and is 100-feet long, with compound engines having cylinders 10" & 20" diameter by 14" stroke, working at 120 pounds pressure. She is strongly built of teak with steel water bulkheads and sluices, and carries 170-tons fresh water. A powerful Worthington pump is fitted on deck for rapid delivery of water from all compartments, and the usual accommodation is provided for the crew and stores. Messrs. Bailey & Co. have also under construction two other steam water boats besides several launch engines, and they have added to their works a patent slip and a new boiler-makers shop.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A MILITARY COMPLAINT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—May I trespass on your valuable space to bring the following facts to light—facts which apparently require explanation.

1.—Owing to Medical recommendations, marching order is not allowed to be worn by troops in Garrison during the Summer months and even prisoners in the Military Provost Prison are not allowed to be paraded in that order.

2.—The General Officer Commanding in China has just issued an order forbidding the troops in Garrison to engage in any outdoor sports before 5 p.m., owing to the excessive heat.

Under these circumstances it certainly seems strange that the men of the R.A.M.C. should have been paraded in this order 3 times in the last four weeks. Once at 2.30 p.m. and twice at 8.30 a.m. neither of which times of the day are remarkable for excessive coolness.

Personally I should consider that the discomfort of standing in the oppressive heat with straps braced tightly round your chest etc., in a cramped and unnatural attitude would be more calculated to cause sickness than any outdoor sports, played in suitable costumes.

Possibly the explanation may lie in the fact that the persons responsible for the men paraded in this order do not wear the valise etc. themselves.

I think if the G. O. C. was aware of these parades they would be promptly stopped, as they are altogether at variance with the studios regard for the welfare of the troops under his command, which he has always shown. Apologizing for the length of this letter,

I remain,

Your sincerely,

INQUIRER.

Hongkong, July 3rd, 1901.

THE PLAGUE.

Number of cases reported (Chinese.....1,435 up till noon of the 2nd July, 1901.....20 Europeans.....26
Number of cases reported (Chinese.....4 during the past 24 hours.....0 Europeans.....0

Total number of cases reported to date 1,514

Number of deaths reported (Chinese.....1,395 up till noon of the 2nd July, 1901.....9 Europeans.....3

Number of deaths reported (Chinese.....4 during the past 24 hours.....0 Europeans.....0

Total number of deaths recorded to date 1,441 Since noon on Saturday last the cases and deaths are—

Cases Chinese.....26
" Other Asiatics.....2
" European.....1
Total.....29

Deaths Chinese.....25
" Other Asiatics.....1
" European.....0
Total.....26

The plague returns for last week were—
Cases.....62
Deaths.....61
The returns for 2nd July, 1894, were—
Total deaths to date.....2,245
New cases in previous 24 hours.....9
Deaths in previous 24 hours.....14
Patients under treatment.....102

We are pleased to report no fresh cases of plague amongst Europeans.

An Indian and a Japanese have been discharged as cured.

All the European cases are progressing favourably.

QUARANTINE.

The following was issued yesterday as a *Gazette Extraordinary*.
GOVERNMENT NOTIFICATION—NO. 370.
The following Telegram from H.B.M.'s Consul at Foochow is published:—
"Colonial Secretary,
"Hongkong.
"Quarantine imposed here on Ships from Hongkong, Swatow and Amoy.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 2nd July, 1901.

AT THE MAGISTRACY.

SCOTLAND FOR EVER.

John Coleman was up again this morning and fined \$5.00 for being drunk and disorderly. We do not know if John is going to appeal on a point of law, being tried twice for the same offence. It appears it was a continuation of the same old drunk that he has fined yesterday-for, not a fresh one.

A ROGUE.

Tse To Kuen was charged with being a rogue also a vagabond and with a *benchant* for sleeping in the open air and in fact no proper reason for being alive at all. His address for the next 14 days will be "Hongkong Gao." Please knock and ring.

A QUIET GAME.

Eight Chinese gentlemen sat down to have a quiet flutter, when Inspector Cuthbert came in to take a hand. Result \$3.00 or 8 days, 1st defendant going to prison.

OVERLOADED.

E. S. Burchill charged the master of the *Shun Fat* launch with carrying 60 passengers in excess. Fined \$50 or 1 month. The fine was paid.

THEFT FROM THE PERSON.

Chu Shin Lin, a notorious law breaker, was charged with stealing a bangle from Leung Mun Hing, a boy of 7 years old. The evidence taken at great length, clearly proved the offence. The defendant was sentenced to three months' hard labour and 12 strokes with the birch.

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1896.

Barometer.....29.738
Thermometer.....81.6
Humidity.....83.0
Rainfall.....14.210

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....29.67 29.67
Temperature.....82 80
Humidity.....91 93
Rainfall.....0.84 —

TO-DAY.

Wednesday, 3rd July, 1901.
Chinese—18th of 5th moon of 27th year of Kwang-su.

Sun—Rises.....5hr. 21min.
Sets.....6hr. 47min.
High water—Morning.....6hr. 3min.
Afternoon.....12hr. 16min.
Low water—Morning.....2hr. 49min.
Afternoon.....5hr. 49min.

ANNIVERSARIES.

1842—Attempted assassination of Queen Victoria by John Bean.
1844—Treaty of Wanghsai signed.
1866—Battle of Sadowa.
1880—General Gordon arrived in Hongkong on his way to visit Li Hung-chang.
1890—Prince Phanurangsi and suite arrived in Hongkong.
1897—Death of Mr. J. M. Armstrong, Government Auctioneer.
1898—Aguinaldo proclaims the Republic of the Philippines and assumes office as President—Admiral Sampson destroyed Spanish fleet under Admiral Cervera at Santiago.
1899—Miss Ada Wallace drowned while boating at Shanghai.

TO-MORROW.

Thursday, 4th July, 1901.
Chinese—19th of 5th moon of 27th year of Kwang-su.

Sun—Rises.....5hr. 21min.
Sets.....6hr. 47min.
High water—Morning.....6hr. 3min.
Afternoon.....12hr. 16min.
Low water—Morning.....2hr. 49min.
Afternoon.....5hr. 49min.

ANNIVERSARIES.

1776—American Declaration of Independence.
1850—Integrity of Denmark guaranteed.
1863—Vicksburg surrendered to the Federals.
1875—The doorkeeper of a Shanghai mission found murdered at his post.
1879—General Grant presented to the Mikado.
1884—Telegraph cable between Hongkong and Macao completed.
1896—Public entry of the Tsar and Tsarina into St. Petersburg.
1898—French Atlantic liner *La Bourgasne* collided with ship *Cromatys* in the Atlantic. 600 lives lost.

AGENDA.

TO-DAY.

Cargo ex *Silesia* subject to rent.
Cargo ex *Malacca* subject to rent.

TO-MORROW.

Noon—T. K. Y. Co's steamer *America Maru* leaves for San Francisco, via Shanghai, etc.
10 a.m.—Douglas Co's steamer *Haitan* leaves for Swatow.
8 p.m.—Smoking Concert at the Masonic Lodge, Zealand Street.

FRIDAY, 5th.

N. Y. K. steamer *Kawachi Maru* leaves for Kobe and Yokohama, at daylight.
Cargo ex *Boulder* subject to rent.
The P. & O. Co's steamer *Bengal* leaves for Shanghai.

SATURDAY, 6th.

Noon—P. & O. Co's steamer *Chusan* with mails etc., leaves for Europe.
4 p.m.—I. C. S. N. Co's steamer *Yuensung* leaves for Manila.
12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company, Ltd., at their offices.
C. N. Co's steamer *Taiyuan* leaves for Brisbane, Sydney and Melbourne.

SUNDAY, 7th.
O. S. K. Co's steamer *Daijin Maru* leaves for Tamsui via Swatow and Amoy.

MONDAY, 8th.
Cargo ex *Acilia* subject to rent.
Open-air concert at the Parade Ground, Headquarters, by the H. K. V. C.

WEDNESDAY, 10th.
O. S. K. Co's steamer *Maidaura Maru* will leave for Anping, via Swatow and Amoy.

THURSDAY, 11th.
Noon—N. D. L. Co's steamer *Krautshew* with mails etc., leaves for Southampton.
"Glen" Line steamer *Glenest* will be despatched for London and Antwerp.

FRIDAY, 12th.
The steamer *Indrapura* leaves for Portland (Or.) via Shanghai and Japan ports.

WEDNESDAY, 17th.
O. S. K. Co's steamer *Anping Maru* leaves at daylight for Foochow via Swatow and Amoy.
A. L. S. N. Co's steamer *Maria Valerie* leaves for Singapore etc.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers, transferred or on leave, etc. Friends will much oblige by giving this information:—

June 22nd.
Mr. Rattenbury, now in Hongkong, takes command of the *Diamante*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer of that ship.
Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.
Mr. Gibson, chief officer of the *Italian*, has been transferred to the *Hailong* in the same capacity.

June 25th.
Mr. Fraser ex 3rd mate of the *Diamante* is promoted 2nd mate.
Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Hailong*.
Mr. A. B. Short is acting chief officer of the *Haitan*.

Mr. C. Walker, late 3rd officer of the *Hailong*, is promoted 2nd officer of the *Italian*.
Mr. Alwood, recently on sick leave, has gone 3rd officer of the *Hailong*.

Mr. Fairfield, has been appointed supernumerary 2nd officer of the *Italian*.
June 26th.

The officers of the s.s. *Taiwan* are, Captain O. Anderson, chief officer C. Webb, and A. Burn, 3rd J. Carle, chief engineer J. Runcie, 2nd M. Murray, 3rd P. Maquire, 4th J. Smythe chief steward J. Wilson.

June 29th.
Mr. G. A. Elliot of the s.s. *Whampoa* is ashore in Hongkong preparatory to passing for master.

July 1st.
Captain Merlees, formerly of the *Hoihow*, has been appointed captain of the *Hand*.
Captain Merlees, jun, formerly captain of the *Haitan*, is appointed to the *Hoihow* in the same capacity.

Captain Anderson has been appointed to the command of the *Haitan*.
Mr. Rodger, formerly 2nd officer s.s. *Diamante* has gone home, and will return as chief officer of one of Messrs. Shaw's Tomes new steamers.

Mr. Fraser, 3rd officer, has been promoted, 2nd officer of the *Diamante*.
Mr. F. Turner has been appointed 3rd officer of the same ship.

Mr. Swanton is appointed 3rd officer of the *Esmeralda*.
Mr. Arthur Noley is appointed chief officer of the s.s. *Diamante*.

July 3rd.
Mr. C. Westerland, chief officer of the *Hoihow* is transferred to the same post on the *Hand*.
Mr. Riss, chief engineer of the *Stam*, has been relieved by Mr. Rasmussen.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Bengal*) to-morrow.
American (*City of Peking*) to-morrow.
Indian (*Suisang*) 8th instant.
Canadian (*Empress of Japan*) 9th instant.
American (*Gaelic*) 12th instant.
American (*Hongkong Maru*) 20th instant.

The Silk ex D. & Co's steamer *Victoria* arrived at New York on the 30th ult.

The J. M. & Co's steamer *Suisang* from Calcutta and the Straits left Singapore for this port on 2nd inst., p.m.

The Glen Line steamer *Glenlogan* from Middlesbrough and London left Singapore on the 2nd inst., and is due here on the 7th inst.

The Glen Line steamer *Glenroy* from Middlesbrough and London left Singapore on the 3rd inst., and is due here on the 8th inst.

The D. & Co's steamer *Richmond Castle* from New York for Straits, Hongkong, China and Japan sailed from New York on the 2nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Arcthusa.....at Kowloon 10 a.m.
Union....."....."....."
Taku....."....."....."
Yuenyang....."....."....."
Kiangsu....."....."....."
Kwangsu....."....."....."
Suwei....."....."....."
Shanghai....."....."....."
Amoy....."....."....."
Swatow....."....."....."
Haitan....."....."....."
Colonies....."....."....."
Munchen....."....."....."
Simongan....."....."....."
P. C. Kiao....."....."....."

TO-DAY.
Cargo ex *Silesia* subject to rent.
Cargo ex *Malacca* subject to rent.

TO-MORROW.
Noon—T. K. Y. Co's steamer *America Maru* leaves for San Francisco, via Shanghai, etc.
10 a.m.—Douglas Co's steamer *Haitan* leaves for Swatow.
8 p.m.—Smoking Concert at the Masonic Lodge, Zealand Street.

NIPPON: YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWASAKI MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 3rd July, at Daylight.
IDZUMI MARU M. J. Curran	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU J. B. McMillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU T. Murai	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA MARU H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders to EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVALLI," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (Or.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (Or.) on FRIDAY, the 12th instant. Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent.

or to SHEWAN, TOMES & CO., Hongkong, 2nd July, 1901. [655c]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 22nd June, 1901. [655c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide	2,832	F. McNair	July 8
Olympia	2,837	J. Truebridge	July 16
Glenogle	3,750	W. Frakes	July 26

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £35.

Excellent accommodation—First-class Table, DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 26th June, 1901. [655c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

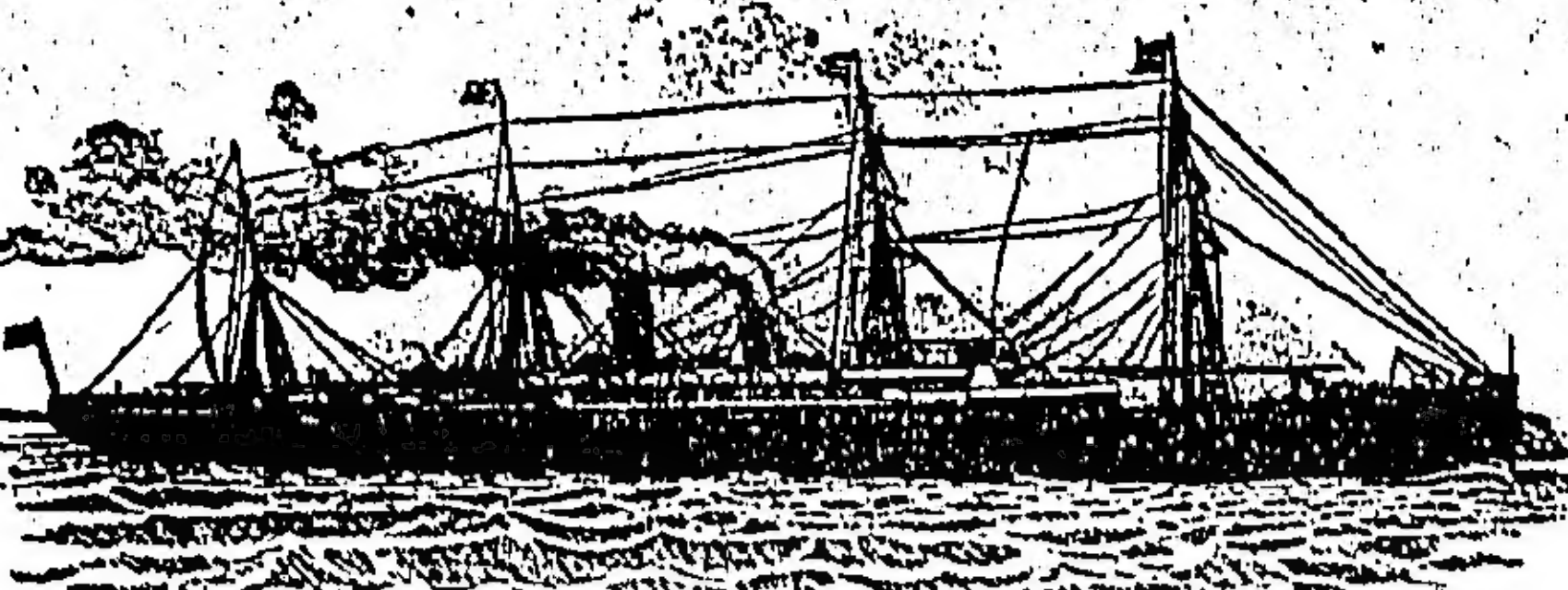
"HUDSON" about 1st Aug.
"JUPITER" about 1st Aug.
"SATSUMA" about 1st Aug.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd July, 1901. [655c]

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DOBIC"	THURSDAY, 15th August, at Noon.
"PEBU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

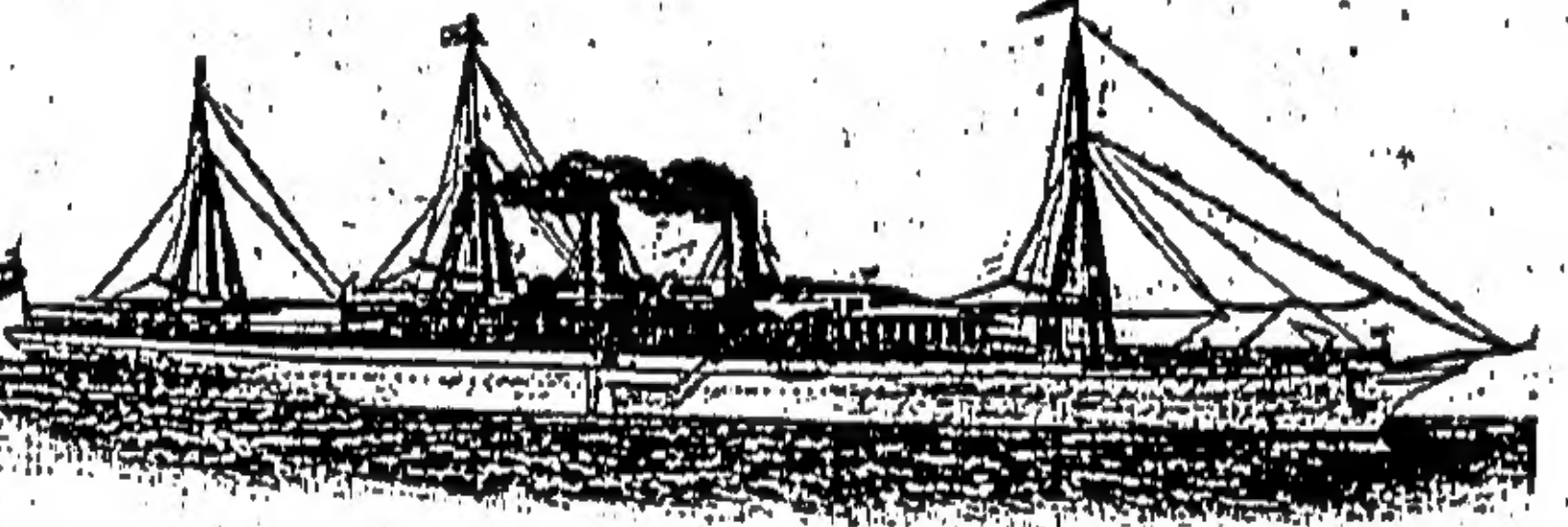
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901. [655c]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. } Freight.
WUERZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings. Hongkong, 13th June, 1901. [655c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

FOR	STEAMERS.	TO SAIL.
BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	6th July.
SHANGHAI	"WUOSUNG"	6th July.
TIENTSIN	"KWEIYANG"	10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS. [51c]

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PATROCLUS"	10th July.
" "	"STENTOR"	23rd July.
" "	"TANTALUS"	29th July.
" "	"IDOMENEUS"	7th August.

LONDON	FOR	STEAMERS.	TO SAIL.
" "	" "	"PROMETHEUS"	11th July.
" "	" "	"ALCIBIUS"	23rd July.
" "	" "	"PELEUS"	10th August.
" "	" "	"GLAUCUS"	15th July.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co. [12]

Hongkong, 1st July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship.

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 7th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st July, 1901. [226c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship.

"PERLA," Captain G. T. Blackland, will be despatched as above on MONDAY, the 8th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber. A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st July, 1901. [697c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1901. [688c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship.

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901. [527c]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK," Sails from Seattle about the 10th of July.

"CHINGWO," Sails from Seattle about the 24th of July.

"HYSON," Sails from Seattle about the 10th of August.

"KAISOW," Sails from Seattle about the 24th of August.

and will be followed by the Company's regular sailings.

For further particulars apply to THE CHINA MUTUAL STEAM NAVIGATION CO'S OFFICES, NEW YORK: To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits, FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents. Hongkong, 29th June, 1901. [683c]

SAILING VESSEL.

FOR NEW YORK. THE 3/4 A.I.I. American ship

"I. F. CHAPMAN," shortly expected here from KOBE, will load for the above Port and will have quick despatch. For Freight, apply to

ARNOLD, KARBURG & Co., Hongkong, 2nd July, 1901. [688c]

HONGKONG BANK'S PROTEST
AGAINST COMMISSION ACT.

PROTEST DISMISSED.

Manila papers of the 28th ult. state:—
The decision has been handed down by the Law Officer, Division of Insular Affairs of the War Department, and transmitted to the Commission, of the petition of Messrs. Hopkins and Hopkins, counsel at Washington for the Hongkong and Shanghai Banking Corporation, protesting against the Act No. 53 of the Taft Commission regarding the Banks and the currency. The Law Officer arrives at the conclusion that the law does not contravene the established principles by which property interests are protected in the United States, which was the basis of the protest, and the Secretary of War has concurred in this conclusion.

The Bank's protest, which was made on Feb. 18, objected to Section 1 of Act 53, which is as follows:—
"Section 1. Every bank of deposit in the Philippine Islands shall accept deposits both in the money of the United States and Mexican or other local currency, and shall honour cheques drawn on or repay such deposits in the kind of money in which they were made."

The objections set forth by Messrs. Hopkins and Hopkins were:—
1. That banks doing business in territory affected by said Act are, by the provisions of Section 1, deprived of their property without due process of law.
2. That the provisions of section 1 impose an undue restriction on the rights of contract possessed by the bank.

CHINESE STEVEDORE COMBINE
AT MANILA.

The Manila Times of the 27th ult. says:—
From present indications Manila bids fair to emulate the United States in the matter of combines and corporations. Among other schemes now afoot is one hatched by ten prominent and wealthy Chinese, most of whom are interested in shipping and the various ramifications of that industry or business. Their plans are all matured, the necessary funds are forthcoming, and only favourable laws on the part of the Commission, such as will guarantee protection in Chinese labour, are awaited in order to put these domestic plans into operation. The Chinese promoters have subscribed their names to a capital of \$5,000, which will be realized and produced at the proper time.

The object of the corporation is to improve the present methods of loading and unloading cargo in the bay and at the wharves. The system which has been approved is that now in use in Shanghai, and will take that for its model. Large lighters of from five hundred to a thousand tons will be bought or built. With these it is expected that the present mode of handling cargo could be considerably expedited, and that where now from four to five days are needed to unload a steamer, the same work will be done, by means of these lighters and other improved facilities, in from one to two or three days.

It is intended that the corporation shall employ mostly Chinese labour, although the managers will be American. The directors have already decided upon the men whom they believe most capable of superintending such a work and whom they will ask to take it in charge. These men are at present engaged in lines of local shipping in one capacity or another.

It is believed that the Chinese cargadores or labourers will be assisted greatly by the institution of such a system of lightering, as at present many of them find their positions rather precarious owing to the preference on the part of the government for Filipinos. At one time it will be remembered that the government refused to hire the Chinese labourer. Later an attempt was made to induce them to take the oath of allegiance to the United States, but nearly all declined.

A large part of the capital for the combine has been subscribed by Chinese merchants in Canton, most of which stock is held by those who hold interests in shipping. Through these men, the directors have obtained an option on a large number of launches now in the possession of the Hao Tai iron works in that city.

CIVIL GOVERNMENT FOR THE
PHILIPPINES.

The following Executive Order was published in Manila on the 22nd ult:—
Executive Mansion, Washington, June 21st, 1901.

On and after the fourth day of July nineteen hundred and one, until it shall be otherwise ordered, the President of the Philippine Commission will exercise the executive authority in all civil affairs in the government of the Philippine Islands heretofore exercised in such affairs by the Military Governor of the Philippines; and to this end the Honorable William H. Taft, President of the said Commission is hereby appointed Civil Governor of the Philippine Islands. Such executive authority will be exercised under and in conformity with the instructions to the Philippine Commission, dated April seventh, nineteen hundred, and subject to the approval and control of the Secretary of War of the United States. The municipal and provincial civil governments which have been, or shall hereafter be, established in said Islands and all persons performing duties appertaining to the offices of civil government in said Islands will, in respect of such duties, report to the said Civil Governor.

The power to appoint civil officers heretofore vested in the Philippine Commission or in the Military Governor will be exercised by the Civil Governor with the advice and consent of the Commission. The Military Governor of the Philippines is hereby relieved from the performance, on and after the said fourth day of July, of the civil duties heretofore described, but his authority will continue to be exercised as heretofore in those districts in which insurrection against the authority of the United States continues to exist or in which public order is not sufficiently restored to enable provincial civil governments to be established under the instructions to the Commission, dated April seventh, nineteen hundred.

WILLIAM MCKINLEY.

SKIPPER LIPTON.

AMUSING REMARKS AT SHAREHOLDERS'
MEETING.

Looking none the worse for his exciting adventures on board the challenger in the Solent, Sir T. Lipton recently met the shareholders in Lipton, Limited, at Winchester House.

Lipton's profit for the past year was £183,000, and on the Ordinary shares a dividend making 10 per cent. for the year will be paid. The

turnover of the company in the past year had exceeded that of any previous period, but the profits were not correspondingly large, on account of the high prices of provisions and an increased cost of materials used in the manufacture of goods.

Sir Thomas explained the policy of the business—keep the retail prices down and wait for better times. In other words, keep your customers in spite of fluctuations. The directors looked hopefully for a change in markets before long, and meantime the reserve fund stood at £50,000.

SIR THOMAS AS SKIPPER

Then a shareholder wanted to know what were the attendances of the directors at the meetings, and another saved beating about the bush by asking Sir Thomas if he paid as much attention to the business as formerly, or whether his yachting took up too much of his time. The Skipper's owner told them, in reply, that before he floated the business he was a great traveller, and now when on his yacht he was in constant touch with the central office. "I think it is a guarantee of my continued interest in the business," he said, "that I have never sold a share directly or indirectly, and own at present 400,000 ordinary and 500,000 Preference shares, and half the Debentures."

And, he added, "some of ye gentlemen can give for a holiday without all the world knowing it."—*Morning Leader.*

VIVISECTION IN 1900.

IMPORTANT PLAGUE EXPERIMENTS.

A return issued this morning, says the *Pall Mall Gazette* of May 31st, from the Home Office shows that the total number of experiments on living animals during last year was 10,839, being 2,370 more than in 1899. The return also specifies the number of experiments performed under various certificates.

It is gratifying to learn from the report that the regulations lay down that "if the pain is likely to continue after the effect of the anæsthetic has ceased, or if any serious injury has been inflicted on the animal, it must be killed before it recovers from the influence of the anæsthetic. In no case has a certificate dispensing with the use of anæsthetics been presented for an experiment involving a serious operation."

In the event of pain ensuing as the result of an inoculation, a condition attached to the licence requires that the animal shall be killed under anæsthetics as soon as the pain is relieved.

The Secretary of State has expressed his opinion that experiments involving starvation to an extent calculated to cause pain are within the Act. The appearance of bubonic plague in this country has afforded an illustration of the value of the experimental method in diagnosis. It is of the greatest importance that this disease should be recognized as early as possible. This can only be done with certainty with the aid of inoculations into animals. Two fresh places were registered, and two new licences were granted during 1900, expressly to allow of the necessary experiments being performed in localities where infection was apprehended.

THE BOILER COMMISSION
AT WORK.RACE FROM ENGLAND TO GIBRALTAR
ARRANGED.

PORTSMOUTH, May 28th.
The Admiralty Boiler Committee are now here, where their attention is occupied in making comparisons between the Belleville and Scotch boilers. These experiments the committee have decided to push to an interesting issue to-day. The second-class cruiser *Minerva*, the Scotch-boilered ship, finished her programme of what are reported to have been very satisfactory trials. To-morrow the second-class cruiser *Hyacinth*, the Belleville-boilered ship, begins a series of experimental runs. These will be at varying powers, and will include two thirty-hour, one twelve, and one eight-hours full power runs. All this is merely working to a climax, and a most interesting one, for the committee has decided that as soon as the cruises are through these preliminary trials they shall be started together on a full-speed run to Gibraltar. Practically it will be a race from England to the Rock, with the object of determining which is the better boiler to stand the strain of a long run at high pressure, such as would often have to be made in time of war. Both ships are 350 ft. long, with a displacement of 5,600 tons, but the *Hyacinth* is fitted with eighteen Belleville boilers, has engines of 10,000 horse-power, a speed of twenty knots and a coal capacity of 1,100 tons. The *Minerva* is six inches narrower than the *Hyacinth*, has eight Scotch boilers with engine power equal to, at natural draught, 8,000, and at forced draught 9,500, horse-power, with a top speed of just over nineteen knots. Her coal capacity is 1,000 tons.—*Pall Mall Gazette* Cor.

THE COLLIERY DISASTER IN
WALES.

Home papers just received report:—
Thirteen more bodies of the victims of the explosion at the Universal Colliery have been brought to the bank. The total number now recovered is fifty-one, leaving thirty-one still in the pit. Corruption has been so rapid that the task of identification is rendered very difficult and painful. The explorers have found it necessary to swathe mouth and nostrils in bandages steeped in disinfectants.

EXPLORERS OR GLOBE-
TROTTERS?

All Anglo-Indians will sympathize with the resentment against uninvited guests that has been lured into print by Sir Harry Johnston's protest against the plague of explorers in Central Africa, says the *P. M. Gazette*. A man who comes out with introductions from personal friends and is careful not to overstay his welcome is one thing. The snob who loafs through India at other people's expense on the score of acquaintances dexterously scraped up at the clubs will drive even the most hospitable into misanthropy. Yet what district magistrate knows not him, his gorgeous apparel, and his patronizing readiness to teach the India should be governed? Affairs must be worse in Uganda by all accounts, since salaries rule low there, and the stock of medicines and luxuries lower still. Yet up comes your explorer or sportsman with a horde of Zanibar porters at his heels, and looks upon uninvited entertainment as his right. Six months afterwards he will probably cut you in Piccadilly. The Biblical injunction about being careful to entertain strangers was inculcated before the age of cheap passages.

Intimations.
CLUB WHISKY
has reached the front rank because it is the best value on the market.

\$12 PER DOZEN.

H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 20th June, 1901.

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR
MERCHANTS.
DIRECT IMPORTERS.

ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION
OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale.

by THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

10th October, 1898.

THE
ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.
TUNING. REPAIRS.
Our Speciality.

INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.

Hongkong, 28th May, 1901. [571c]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS
by competent European experts at
Moderate Rates.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [526c]

WORTH A GUINEA A BOX.

**BEECHAM'S
PILLS**

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA:—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. [41]

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

**JEYES
FLUID**

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 20th March, 1899. [57]

CHS. J. GAUPP & Co.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches,
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 44 & 46, Queen's Road Central. [52]

MEE CHEUNG,
PHOTOGRAPHER.
TOP FLOOR OF ICE HOUSE, 10
La-Ho-Lo Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1898. [40]

SANTAL MIDY
Relieves the scal-
ding pain at once
and
CURES
all discharges from
the genito-
urinary or
glands in either
sex in
48 HOURS
Santal-Midy
is a specific
for
Gonorrhea
Cystitis
and
all
inflammations
of the
urinary
system.
Each tiny Capsule
bears the name
SANTAL MIDY
8, RUE VITTEME, PARIS

Intimations.
CLUB WHISKY
has reached the front rank because it is the best value on the market.

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 26th June, 1901. [500c]

TO LET.
A HOUSE in RIFON TERRACE.
HOUSES at LEIGHTON HILL.
"FAIRVIEW"—KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th June, 1901. [500c]

TO LET.
Possession APRIL 1st.
1, STEWART TERRACE.
Apply to
J. W. NOBLE.
Hongkong, 6th March, 1901. [507c]

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Messrs. A. S. Watson & Co., Ltd.
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
Messrs. W. Brewer & Co.
Messrs. Caldwell, Macgregor & Co.
The Robinson Piano Co., Ltd.
The Victoria Dispensary.
Messrs. Watkins, Ltd.
The Hongkong Hotel, Ltd.
The Peak Hotel.
The Hongkong Daily Press Office.
Mr. H. Rutledge's Kowloon Store.
Copies of the Petition may also be seen at the above.
Hongkong, and July, 1901. [700c]

A. LING & Co.,
FURNITURE STORE.
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LAQUER WARE.
Hongkong, 18th June, 1901. [642c]

NEW GOODS.
PLENTY
IN
HAND.

JAPANESE CURIOS.
D. NOMA,
No. 12,
Hennessyfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
Watson's Building.

DENTISTRY.
"SUI SANG,"
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 31st January, 1901. [16c]

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [10]

DENTISTRY.
"SUI SANG,"
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 31st January, 1901. [16c]

INSURANCES.
THE YAN ON MARINE AND FIRE
INSURANCE CO., LIMITED.
CAPITAL\$1,000,000
THIS Company is prepared to issue Policies
of Insurance against MARINE and
FIRE RISKS from and after this Date.
CHAN YUT NGAM,
Secretary.
Hongkong, 1st July, 1901. [693c]

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**
THE Undersigned AGENTS of the above
Company are prepared to accept Fire
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1899. [130]

For Sale.
FOR SALE.
THE German Steamer
"MÜNCHEN,"
4,530 tons gross, 2,855 tons net,
as she now lies in the COSMOPOLITAN DOCK
at Kowloon, Hongkong, in damaged condition,
with all her gear, tackle, engines, boilers,
machinery and appurtenances now on board.
For Particulars and Inspecting Order, apply
to
MELCHERS & CO.,
NORDDEUTSCHER LLOYD.
Hongkong, 28th June, 1901. [679c]

FOR SALE, CHEAP.
A COTTAGE PIANO by BORD, of PARIS,
Three years old, in Excellent Condition.
For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. [565c]

TO be Let.
TO LET.
A HOUSE in RIFON TERRACE.
HOUSES at LEIGHTON HILL.
"FAIRVIEW"—KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th June, 1901. [500c]

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Messrs. A. S. Watson & Co., Ltd.
Messrs. Kelly & Walsh, Ltd

The Share Market.

LATEST QUOTATIONS.

(July 3rd.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	390 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders	£ 1	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	Tis 180
Yantai Ins. Assoc. Co., Ltd.	£ 60	\$120
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350
China Fire Ins. Co., Ltd.	\$ 20	\$85 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$152
China & Manila S.S. Co., Ltd.	\$ 50	\$62
Douglas Steamship Co., Ltd.	\$ 50	\$52
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	\$7 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	\$23 buyers
Star Ferry Co., Ltd.	\$ 25	\$25 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£2 1/2
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$145 sellers
Luroa Sugar Refining Co., Ltd.	\$100	\$36
Mining.		
Punjom Mining Co., Ltd.	\$ 9	\$6
Punjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	£ 250	\$325
Queen Mines, Ltd.	25 cts.	0 cents sellers
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$43 sellers
Rainy Alluvial Gold Mines, Ltd.	\$100	\$121
Oliver, Freehold Mines, Ltd. A	\$ 5	\$1
Oliver, Freehold Mines, Ltd. B	\$ 5	\$1
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$310 sales
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$104
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	nominal
New Army Dock Co., Ltd.	\$ 64	\$224 buyers
Land, Estate and Building.		
China Provisional Land & Mortgage Co., Ltd.	10	\$9.85
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$300 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sales
Co., Ltd.	\$ 50	\$54 sales
H'kong Hotel Co., Ltd.	\$ 50	\$128 buyers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$133 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$91 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tis. 100	Tis. 50 sellers
International Cotton Mfg. Co., Ltd.	Tis. 100	Tis. 40 sales
Leau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tis. 100	Tis. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tis. 500	Tis. 300 sellers
Yahlong Cotton Spinning Co., Ltd.	Tis. 100	Tis. 25 buyers
Oil Companies.		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 10	\$60 sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$104 sales
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$114
Watkins, Limited	\$ 10	\$94
Hongkong Electric Co., Limited	\$ 10	\$12.90
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong & China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$175 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$180 sales
H'kong High-Level Tramways Co., Ltd.	\$100	\$240 buyers
Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong & China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20 buyers
Bell's Asbestos Estimating Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 sellers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H. K. Steam Water-borne Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$56

VISITORS AT THE HONGKONG.

Andrews, Mr. D. A.	Jones, Capt.
Angus, Mrs.	Irvine, Mr. E. N.
Arnold, Mr. H.	Johansen, Mr. and Mrs.
Auld, Mr. J. S.	Joseph, Mr. and Mrs. E. S.
Bailey, Mr. W. S.	Katsch, Mr. E. A.
Bell, Mr. and Mrs. O.	Kiene, Mr. and Mrs. F.
Benjamin, Mr. David	Kirkwood, Mr. J.
Berger, Mr. F. J. G.	Littledale, R. E., Major
Black, Mr. J.	R. F.
Bowers, Dr. F. H.	Long, Mr. and Mrs. D. M.
Brandreth, R. N., Lt.	Macdonald, Capt. D.
Mrs.	Marlow, Mr.
Brown, R. E., Major W.	Meurer, Mr. A.
B.	Parfitt, Mr. W.
Brown, Mr. J.	Pascual, Mr. C.
Burnie, Mr. C. M. G.	Polaris, Mr. H.
Bustow, Mr.	Price, Mr. H.
Cameron, Mr. D. H.	Reel, Dr. L. R.
Chait, Mr. A. W.	Reich, Mr. A. H.
Clark, Dr. & Mrs. F.	Robertson, Mr. W. R.
Clarke, Mr. W. G.	Robinson, Mr. V.
Cole, Mr. G. E.	Schewer, Mr. C.
Colson, Mr. J. S.	Sergeant, Mr. P. W.
Cunningham, Mr. P. A.	Smithers, Mr. E. G.
Davis, Mrs. W. & child	Stevens, Mr. H. G.
Dennis, Mr. W. C.	Taylor, Mr. D. G.
Devilbiss, Mr. P. C.	Taylor, Mrs. N.
Discombe, Mr. G. M.	Thomas, Mr. Harry
Dorehill, R. A., Major	Tibbey, Mr. H. M.
Dyson, Capt. P. S.	Tucker, Mr. F. M.
Ellis, Mr. F.	Valentine, Mr.
Emery, Mr. F.	Wakeman, Mr. G. H.
Fernald, Mr. and Mrs.	Watts, Mr. and Mrs.
Gerin, Mr. G.	Frank W.
Gibson, Mr. Kennedy	Whaley, Mr. W. J. G.
Glover, Mr. C.	Whitely, Mrs. William
Grant, Mr. John	Whitton, Mrs. M. M.
Griffin, Mr. A. E.	Wild, Lieut. and Mrs.
Hall, Capt. T. P.	Williamson, Mr. and
Harold, Mr. W.	Mrs. A. and child
Holbrook, Mr. B. F.	Williamson, Mrs. J. and
R.	child
Howard, Mr. Thos.	Willson, Mrs. J. and
Huke, Mr. A. N.	Wooden, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Martin, Mr. R.
Benjamin, Mr. S. W.	Miller, Mr. and Mrs.
Bonarr, Mr. J. W. C.	Perrot, Col.
Brayne, Mr. H. F. R.	Pitt, Mr. John, R.N.
Brusse, Mr. G.	Pollock, Hon. H. E.
Croden, Col. A. W.	Prynn, Capt. R. A. M. C.
Croft, Mr. F.	Prynn, Mrs.
Ezekiel, Mr. J. S.	Quisthoff, Mr. W. A.
Ezekiel, Mr. R. M.	Robles, Mr. W. A. (U.
Forbes, Mr. Andrew	Robles, Mrs. W. A.
Fraser, Mr. and Mrs.	child and maid
H. W.	Rumsey, R.N., Hon.
Fraser, Mr. J. W.	R. Murray
Graham, Mr. D. M.	Shellin, Mr. Edward
Harston, Dr. and Mrs.	Sinclair, Mr. A. G.
G. M.	Stokes, Mr. A. G.
Gumpert, Mr. and Mrs.	Thomson, Mr. J. S.
Hughes, Col. G. A.	Tomlin, Mr. G. L.
Jeffreys, Mr.	Wheeler, Mr. H. B.
Jeffries, Mr. H. N.	Wheeler, Lt. Col. J. L.
Lang, Dr. K.	Wright, Mr. and Mrs.
Lang, Mr. E.	H. Taylor
Mackie, Mr. Gordon	

GRATIFICATION.

Anderson, Mr. Jas.	Helms, Mr. W.
Beattie, Mr. and Mrs.	Langlands, A.O.D.
J. M.	Cap. and Mrs. P.
Brown, Mr. and Mrs.	Pye, Mr. E. Burns
H. Matheson	Sisters, Govt. Civil
Crouch, Mr. J. W.	Hospital
Edwards, Mr. G. H.	Volpicelli, Consul
Grimble, Mr. & Mrs. G.	Yeats, Mr. and Mrs.
Heemskerk, Mr. J. B.	F. H.

KOWLOON HOTEL.

Baners, Mr. F.	Earby, Mr. E. A.
Brandstetter, Capt.	Laxton, Mr. R. W.
Cleasby, Mr. W. H.	Mobbs, Prof. A. P.
Davies, Mr. W.	Sater, Mr. F.
Deans, Miss R. A.	Spittles, Mr. J.

EXCHANGE.

Hongkong, 3rd July.	
ON LONDON, Telegraphic Transfer, 1/11 7/16	
" Bank Bills, on demand 1/11 1/2	
" Credits, 4 months' sight 1/11 1/2	
" D'cents, 4 months' sight 1/11 1/2	
ON BERLIN (demand) 1/11 1/2	
ON PARIS, Bank Bills, on demand 1/11 1/2	
" Credits, 4 months' sight 1/11 1/2	
ON NEW YORK, Bank Bills, on demand 1/11 1/2	
" Credits, 30 days' sight 1/11 1/2	
ON BOMBAY, Telegraphic Transfer 1/11 1/2	
On demand 1/11 1/2	
ON SHANGHAI, Telegraphic Transfer 1/11 1/2	
Private 30 days' sight 1/11 1/2	
ON YOKOHAMA, T.T. 1/11 1/2	
Sovereigns, Bank's Buying Rate 1/11 1/2	
Gold Leaf too touch, per tael 1/11 1/2	
Bar Silver 1/11 1/2	
Dollars 1/11 1/2	

OPIMUM QUOTATIONS.

Hongkong, 3rd July.	
New Patna 1/11 1/2	
Old Patna 1/11 1/2	
New Benares 1/11 1/2	
Old Benares 1/11 1/2	
New Malwa 1/11 1/2	
Old Malwa 1/11 1/2	
Persian, paper tied 1/11 1/2	

VESSELS IN PORT.

Steamers.	
ACILIA, German steamer, 3,500 W. V. Döhren,	30th June, Singapore 25th June, General.
AMERICA MARU, Japanese steamer, 6,307 P. H. Coling,	27th June, San Francisco 29th June, Amoy and Shanghai 24th June, Mails and General.
ARETHUSA, American transport, 2,124 Secombe,	10th June, Manila 15th June, Ballast.
AUSTRALIAN, British steamer, 3,000 P. T. Helms,	19th June, Sydney 25th June, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th, and Manila 15th, General.
BURNSIDE, American steamer, 1,400 A. H. Laffin,	14th April, Manila 11th April, Cebu.
CASSUS, German steamer, 1,434 T. Gerlach,	30th June, 22nd June, Coal.
DEVAYONGSE, German steamer, 1,077 H. Textor,	2nd July, Koh-i-chang 26th June, General.
DEVONSHIRE, British steamer, 3,354 A. Coull,	17th June, New York 14th April, and Port Said 17th May, Kerosene.
ELSA, German steamer, 1,701 Schonwand,	29th June, Hongkong 27th June, Coal.
ELSE, German steamer, 903 J. Petersen,	30th June, Taku via Shanghai 30th May, General.

GERMANIA, German steamer, 1,713 A. Hendrix,

Germania, German steamer, 1,713 A. Hendrix,	30th June, Bangkok 23rd June, Rice.
HAITIAN, British steamer, 1,183 J. S. Roach,	2nd July, Fochow 28th June, Amoy 30th, and Swatow 1st July, General.
ITURDA, British steamer, 3,361 M. England,	2nd July, Calcutta 19th June, and July.
KANSU, British steamer, 1,240 Arnold,	2nd July, Canton 1st July, General.
KASHING, British steamer, 1,158 R. Sanderson,	1st July, Hongkong 29th June, General.
KEONWAI, German steamer, 1,115 A. von Riegers,	25th June, Bangkok and Swatow 24th June, General.
KOH-SI-CHANG, German steamer, 1,291 Leuz,	18th June, Bangkok 11th June, Rice.
LISCUM, American steamer, 100 F. Miller,	30th June, Shanghai 26th June, General.
LOWTHER CASTLE, British steamer, 2,961 Jackson,	2nd July, Yokohama 5th June, and Amoy 30th, General.
LOYAL, German steamer, 1,237 Weidlich,	28th June, Bangkok 20th June, General.
MAUSANG, British steamer, 1,514 Walsh,	21st June, Sandakan 15th June, Timber.
MUNCHING, German steamer, 4,691 Krebs,	28th May, Caroline Islands 15th May, Ballast.
NANSHAN, British steamer, 1,299 Allan Jones,	27th June, Newport, Mon. 10th May, Coal.
OAK BRANCH, British steamer, 2,064 H. Scheel,	12th June, Mororan 4th June, Coal.
PHRA CHOM KLAO, British steamer, 1,100 Morris,	27th June, Bangkok 21st June, Rice.
POMPEY, American steamer, 785 J. H. Serivener,	21st Mar., Manila 18th Mar., Coal.
QUEEN ADELAIDE, British steamer, 1,835 F. McNair,	21st June, Tacoma via Ports 8th May, General.
ROCKLIGHT, British steamer, 1,569 Welch,	1st July, Shanghai 26th June, Ballast.
ST. ENOCH, British dredger, 650 R. Rawcliffe,	30th May, Wei-hai-wei 21st May.
SIMONGAN, Dutch steamer, 1,818 Sandman,	17th April, Samarang and Saigon 29th March, Sugar.
TSURUHIKO MARU, Japanese steamer, 1,240 Irikami,	2nd July, Keelung 29th June, Coal.
WONGKOT, German steamer, 1,115 W. Bartling,	29th June, Bangkok 24th June, General.
YUENSANG, British steamer, 1,128 P. H. Rolfe,	2nd July, Manila 29th June, General.

Sailing Vessels.

CELESTE BURKILL, British ship, 1,764 C. A. Tarry,	29th May, Manila 9th May, Ballast.
HOLLISWOOD, American ship, 1,084 E. M. Knight,	14th June, Fremantle 14th May, Sandalwood.
MANUEL LAGUNA, American ship, 1,650 Nichols,	29th June, New York 3rd Mar., Kerosene Oil.
MARECHAL DE VILLARD, French bark, 1,171 Rionat,	31st May, Cardiff 4th Jan., Coal.
SEA WITCH, American ship, 1,172 Howes,	21st Feb., Manila 18th Feb., Ballast.
SUSSEX, British bark, 1,212 Guthrie,	17th May, Fremantle 26th Mar., Sandalwood.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, July 3rd, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 1,000 h.p., Comdr. G. F. M. Craddock,	Shanghai.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt,	Shanghai.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Stratton,	Wooing.
Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 16 guns, Capt. G. H. Cherry,	Shanghai.
Asraha, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G.,	Shanghai.
Aurora, 1st-class cruiser, 4,000 tons, 8,500 h.p., 12 guns, Capt. E. L. Leavelly, C.B.,	Fochow.
Barfleur, 1st-class battleship, 12,500 tons, 14 guns, 13,663 h.p., Captain G. J. S. Warrander,	Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G.,	Wooing.
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Captain G. G. Swale,	en route Home.
Brantley, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. N. Leake,	Wai.
Brish, 3rd-class cruiser, 1,770 tons, 6 guns, 5,000 h.p., Commander Sir Bouchier Wrey, Bart.,	Hankow.
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird,	Fochow.
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N.,	en route Home.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Fakenhamp,	Hongkong.
Dido, 2nd-class cruiser, 3,600 tons, 11 guns, 9,000 h.p., Capt. Tiliard,	Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, en route Wei-hai-wei.	
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. E. Blunt, China.	Kiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 1,400 h.p., in reserve.	
Firbrand, 3rd class gunboat, 455 tons, 4 guns, 300 h.p., Canton.	
Gloria, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Inglefield,	Japan.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. White, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 1,400 h.p., in reserve.	
Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Handy.	
Hermione, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming,	en route Home.
Humber, storeship, 1,640 tons, 804 h.p., Com. H. J. Davis,	Shanghai.
Iris, 2nd-class cruiser, 3,650 tons, 11 guns, 9,000 h.p., Capt. Charles Windham, Wei-hai-wei.	
Janus, torpedo-boat destroyer, in reserve.	
Linnat, gun-vessel, 756 tons, 2 heavy guns, 4 pounders, 870 h.p., Commander W. W. Smythe, Singapore.	
Lisard, 1st-class gunboat, 235 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson,	Singapore.
Ocean, 1st-class battleship, 12,500 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C.,	Wooing.

Orlando, 1st-class cruiser, 5,000 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B.,

8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Offer, torpedo-boat destroyer, Lieut. and Comdr. C. P. Mansel, Shanghai.

Phaeta, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigma, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Capt. Oldham, Hongkong.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.

Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. C. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.

Taman, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterlily, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kluang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.